9. (new) A vibration damper for a tubular propeller shaft in the drive train of a motor vehicle, the vibration damper comprising:

a sleeve, the sleeve defining a radial and circumferential direction;

a mass body mounted concentrically in the sleeve;

a plurality of rubber spring elements for mounting the mass body to the sleeve; and

a plurality of flexible stop elements disposed circumferentially between the spring elements and disposed between the mass body and the sleeve for limiting a vibration travel of the mass body at least in the radial direction, wherein the stop elements extend over a larger circumferential angle than the spring elements and occupy a large portion of a space between the mass body, the spring elements and the sleeve.

10. (new) The vibration damper as recited in claim 9 wherein the flexible stop elements include rubber.

11. (new) A vibration damper for a tubular propeller shaft in the drive train of a motor vehicle, the vibration damper comprising:

a sleeve, the sleeve defining a radial and circumferential direction;

a mass body mounted concentrically in the sleeve; and

a plurality of rubber spring elements for mounting the mass body to the sleeve;

wherein at least one of the mass body and the sleeve at least partially form, in circumferentially opposite regions between the rubber spring elements, a plurality of stop elements for limiting a vibration travel of the mass body in at least the radial direction, wherein the stop elements extend over a larger circumferential angle than the spring elements.

12. (new) The vibration damper as recited in claim 11 wherein the flexible stop elements include rubber.

13. (new) The vibration damper as recited in claim 11 wherein the sleeve includes an undulating longitudinal profile having troughs, the spring elements being arranged at the troughs, and at least a portion of the troughs serving as at least a portion of the stop elements.

14. (new) The vibration damper as recited in claim 9 further comprising a propeller shaft mounted concentrically with the sleeve and wherein the sleeve includes a first and a second tube segment joined together, the first tube segment having a greater outside diameter than an outside diameter of the second tube segment and corresponding approximately to an inside diameter of the propeller shaft, the second tube segment carrying on an outer contour the mass body, at least one of the plurality of spring elements connecting the second tube segment to the mass body, the mass body being annular at least in an area of connection with the second tube segment.

15. (new) The vibration damper as defined in claim 9 wherein the sleeve further defines an axial direction and wherein the mass body is mounted axially between at least two of the plurality of spring elements and the sleeve fits axially around the mass body.

16. (new) The vibration damper as defined in Claim 15, wherein the sleeve includes a tubular segment having two sides and two end faces, planar, disk-shaped regions being included at both end faces, the plurality of spring elements being attached to the disk-shaped regions.

17. (new) A vibration damper for a tubular propeller shaft in the drive train of a motor vehicle, the vibration damper comprising:

a propeller shaft, the propeller shaft defining a radial and a circumferential direction;

a mass body arranged concentrically in the propeller shaft;

a plurality of rubber spring elements for mounting the mass body to the propeller shaft; and

a plurality of stop elements for limiting a vibration travel of the mass body at least in the radial direction, the stop elements being disposed between the mass body and the propeller shaft and circumferentially between the rubber spring elements, the stop elements including at least one of metal or rubber.

18. (new) A vibration damper for a tubular propeller shaft in the drive train of a motor vehicle, the vibration damper comprising: